

SECTION 2. TOURISM NODE IDENTIFICATION

2.1 BACKGROUND

In order to identify the tourism nodes in Buffalo City a workshop was held with Setplan, Ithemba Environmental, East London Museum and Grant Thornton Kessel Feinstein. Input on the draft report was obtained from Stewart Scott after the workshop.

Utilising the various areas of expertise of the consortium members, tourism nodes in the study area were identified. The development potential and development needs of the various tourism nodes were discussed at length before finalising the identified tourism nodes.

Below, each tourism node is described according to the various criteria that will be utilised in the evaluation of these nodes (see **Section 3**) namely:

- Geographical location (see **Map 6 Annexure B**);
- Accommodation, Attractions, Activities and Services (see **Map 6 Annexure B**);
- Spatial planning issues;
- Water and Electricity Supply and Sanitation (see **Maps 2, 3 & 4 Annexure B**);
- Roads and Transport Services (see **Map 5 Annexure B**);
- Socio-Economic Indicators; and
- Fauna and Flora (see **Map 1 Annexure B**).

It should be noted that various maps could be produced to illustrate the criteria described below. Rather than reproduce the detailed maps of reports produced during Phase 1 to 5 of the Buffalo City Tourism Plan, as well as the maps contained in the Buffalo City Integrated Development Plan (“**IDP**”) we have limited the number of maps to 6 (see **Annexure B**) for the purposes of this report. The reports mentioned should be read in conjunction with this report.

2.2 TOURISM NODES

The consortium identified the following tourism nodes (please see **Map 6 Annexure B**):

- King William’s Town/ Bisho;
- Bridle Drift Dam;
- Laing Dam;
- Mdantsane;
- Western Beaches (Kidds & Kaysers Beach);
- N6 to McLean Town
- Gonubie/ Sunrise on Sea;
- Main beachfront;
- The Harbour;
- The West Bank;
- Nahoon & Bonza Bay Beaches;
- Queens Park/ Zoo
- CBD/ Quigney

2.2.1 King William’s Town/ Bisho

Geographical Location

This node is located in and around the towns of King William’s Town, Bisho and Dimbaza.

Accommodation, Attractions, Activities and Services

The node has around 18 accommodation establishments consisting of mainly bed & breakfast and guesthouse establishments, although hotels can be found in King William’s Town. This node contains no accommodation in any game or nature reserves and no resorts.

The node does provide some opportunity for new accommodation establishments to be developed although these should rather be establishments other than bed & breakfasts and guesthouses. Overall the number of existing accommodation establishments is not a capacity constraint on more tourism to and in the node.

The node is rich in cultural/ heritage attractions with the grave of Steve Biko and the Amathole Museum being main attractions. The node also includes a German Settler Memorial, the Military Reserve that has the powder magazines of Fort Hill and several other buildings that predate 1850. There are also several churches of historic interest and architectural beauty. New tourism attractions such as cultural/ heritage tours, historical tours and interpretation centres could be developed and the existing tourism attractions are not a capacity constraint for more development.

The node is serviced with tourism services such as banks, hospitals and clinics and police stations but new tourism services such as tour operators, travel agents and tour guides could be developed. The tourism support services are thus not a capacity constraint in this node.

Spatial Planning Issues

Throughout our description of the identified nodes we have highlighted the findings and recommendations of the Buffalo City IDP. Below we indicate the economic projects and proposals that were highlighted for this node:

- Pirie Fish Hatchery in the Amatola Forest and Rooikrantz Dam;
- Hiking trails in the Amatola Forest;
- Water recreation on the Rooikrantz Dam;
- CBD Business improvement district in King William's Town and Bisho;
- Bisho-King William's Town corridor of commercial developments;
- Community based tourism project consisting of an Arts and Craft market;
- A Yellowwoods/ Kei road zone plan including:
 - Agricultural plan;
 - Emerging farmers project;
 - Fencing; and
 - Land acquisition for Agriculture.

Water & Electricity Supply and Sanitation

The urban areas in this node are served with 66kv power lines but the rural areas are not electrified. In the Buffalo City IDP the node has the highest number of recommended electricity related projects compared to any other node. The IDP recommends 15 electrification projects in this node, 6 electricity maintenance

projects, 6 electricity communication projects and 6 lighting projects. Electricity supply will be a capacity constraint in the rural areas of this node.

The node is well serviced with water reservoirs but main water lines are limited to the urban areas in the node. The node does include the Rooikrantz and Dimbaza Dams that serve as water sources. In the urban areas in this node there are no people who receive water below the RDP standards, but in the rural areas up to 25% of the people receive water below RDP standards. The availability of water does not seem to be a capacity constraint in this node.

In the urban areas in this node sanitation is above the RDP standards, but in the rural areas between 75% and 100% of the people have sanitation below RDP standards. The node has one solid waste depot and one solid waste site in operation. The Buffalo City IDP recommends the development of 6 solid waste depots in this node and one solid waste transfer station. The number of IDP proposed solid waste projects is the highest for this node and sanitation is thus a capacity constraint for tourism developments in this node.

An overall assessment of water & electricity supply and sanitation indicates that these will be a capacity constraint for tourism developments in the rural areas of this node.

Roads & Transport Services

The node is served by the N2 national road and the R63 and R30 trunk roads. The roads within the node require maintenance.

The node includes a railway line but no passenger trains are operating at the moment. The node is well serviced by taxi's. The node includes Bulembu Airport in Bisho but no scheduled flights are currently operated.

The Buffalo City IDP recommends the following transportation related projects and programmes:

- Taxi facilities;
- Breidbach N2 Interchange;
- Yellowwoods River Bridge;
- Railway Interchange Facilities;
- Sweetwaters Access Road; and

- Proposed Railway line (CUP).

Roads and transport services are not seen as capacity constraints for this node.

Socio-Economic Indicators

The population density in this node is low with the largest part of the node having a population density of 0.6 to 5 people per hectare, while the pockets of development have between 11 to 50 people per hectare.

As indicated above, the population in the rural areas of this node mostly receive water, electricity and sanitation below the RDP standard.

The income level and unemployment rate per node are not available but the population of this node earn low income and suffer from high unemployment.

The Buffalo City IDP recommends the building of 4 libraries in the node, 7 community halls and 10 sport facilities. The number of community facilities recommended is the highest for all of the nodes.

The socio-economic situation in the node is not seen as a capacity constraint on tourism development.

Fauna & Flora

The land cover in this node is forests (mainly in the Amatole Forest), cultivated land, thicket & bushland, grassland and built up areas.

The main reserves included in this node are the Amatole Forest, the Dimbaza Wetlands, the King William's Town Nature Reserve, Bell Stone Quarry and Yellowwoods.

The proposed environmental projects and programmes included in the Buffalo City IDP are the environmental protection of the Amatole Forest and the maintenance and establishment of new environmental service depots and nurseries, as well as the hosting of environmental service workshops.

Protecting the fauna and flora in this node is not seen as a capacity constraint for tourism development.

2.2.2 Bridle Drift Dam

Geographical Location

This node is located around the Bridle Drift Dam and Needs Camp area to the South of the N2 from East London to King William's Town.

Accommodation, Attractions, Activities and Services

The node has no accommodation establishments and this provides an opportunity for new establishments to be developed. The lack of accommodation establishments should not be a capacity constraint on tourism development because even if the tourism development in the node does not include accommodation, accommodation is available in close proximity.

The node has few tourism attractions that have been developed and potential tourism developments in this node could include self-catering accommodation facilities at the dam, hiking trails in Umtiza Nature Reserve and linking the node with other nodes via special interest routes including attractions such as Fort Pato (earthworks fort), Needs Camp (fossil bed and old hotel) and Canasta Place (earliest evidence of iron working - west of Natal AD 600). Tourism attractions are not developed in this node and are not seen as a capacity constraint for development.

The node is not serviced with tourism support services, which could be a capacity constraint on development.

Spatial Planning Issues

The economic projects and proposals that were highlighted by the Buffalo City IDP for this node are the creation of water recreation on the Bridle Drift Dam while a Needs Camp Zone Plan was recommended to include:

- An agriculture plan;
- Emerging farmer project;
- Fencing; and
- Land acquisition for agriculture.

Water & Electricity Supply and Sanitation

The node is served with power lines and the IDP recommends one electrification project in the node. Electricity supply is not seen as a capacity constraint to tourism development in this node.

The node includes the Bridle Drift Dam. Around 25% of the people in the populated areas of this node receive water below the RDP standards and there are pockets of development where up to 100% of the people receive water below the RDP standard. The supply of water is seen as a capacity constraint for tourism development in this node.

The node has no sewerage treatment works and up to 100% of people have sanitation below RDP standards. The IDP recommends one solid waste transfer station and one solid waste depot for this node and sanitation is seen as a capacity constraint for tourism development in this node.

Roads & Transport Services

The node is served by a main road between the R72 and King William's Town. Due to the low levels of development in the node, transport services are limited to taxi's.

No transportation related projects or programmes have been recommended for this node in the Buffalo City IDP.

The lack of transport services to the node is seen as a capacity constraint for tourism development.

Socio-Economic Indicators

In general the node is sparsely populated and the population density in this node is between 11 to 50 people per hectare in the pockets where development have occurred.

Again, it is fair to assume that the population in this node earn low levels of income and suffer from high levels of unemployment. The IDP recommended the development of 2 libraries and one sport facility in the node.

The socio-economic situation in the node is not seen as a capacity constraint on tourism development.

Fauna & Flora

The land cover in this node is some forests (mainly in the Umtiza Nature Reserve) and ticket and bushland.

The proposed environmental projects and programmes included in the Buffalo City IDP are the protection and potential extension of the Umtiza Nature Reserve.

The protection of the fauna and flora in this node is not seen as a capacity constraint for tourism development.

2.2.3 Laing Dam

Geographical Location

This node is located next to the King William's Town/ Bisho node and includes Laing Dam and Mount Coke.

Accommodation, Attractions, Activities and Services

To our knowledge the node does not include any developed accommodation, attractions, activities or services. The node does have the potential to develop self-catering facilities with water based activities around the dam as well as historical tours with Fort Murray (stone fort) and the Mount Coke Mission that can be linked with historical attractions in other nodes.

Although the tourism accommodation, attractions and activities are not developed in this node, they are not seen as a capacity constraint for development. As the node is in close proximity to nodes with tourism services the lack of tourism services in this node is not seen as a capacity constraint.

Spatial Planning Issues

In addition to the other recommendations (relating to infrastructure, etc) of the Buffalo City IDP, the strategy also recommends the development of water recreation in this node.

Water & Electricity Supply and Sanitation

The node is served by 66kv and 132kv power lines and the IDP does not recommend any electricity related projects. Electricity supply is not seen as a capacity constraint for tourism development in this node.

The node has a number of water reservoirs and around 25% of the population in this node receive water below the RDP standard. Water supply is not seen as a capacity constraint for tourism development in this node.

The node has two sewerage treatment works on its border with the King William's Town/ Bisho node but up to 100% of the people in the Laing Dam node have sanitation below RDP standards. The IDP has not recommended any new solid waste facilities in the node.

Sanitation is seen as a capacity constraint on tourism developments in this node.

Roads & Transport Services

As with the Bridle Drift Dam node, the Laing Dam node is served by a main road between the R72 and King William's Town and due to the low levels of development in the node the transport services are limited to taxi's.

Again no transportation related projects or programmes have been recommended for this node in the Buffalo City IDP.

The limited transport services in the node are seen as a capacity constraint on tourism development.

Socio-Economic Indicators

The node is sparsely populated with a population density of 0.6 to 5 people per hectare and it is assumed that the population earn low levels of income and suffer

from high levels of unemployment. This socio-economic situation in the node is not seen as a capacity constraint on tourism development.

Fauna & Flora

The land cover in this node is mainly grassland and thicket & bushland with some forest.

The Buffalo City IDP do not make any environmental recommendations relating to this node and the protection of fauna and flora in this node is not seen as a capacity constraint on tourism development.

2.2.4 Mdantsane

Geographical Location

This node is located in and around the town of Mdantsane next to the N2 between East London and King William's Town.

Accommodation, Attractions, Activities and Services

The node has around 4 accommodation establishments consisting of 3 bed & breakfast and guesthouse establishments and one hotel. The node could accommodate more bed & breakfast and guesthouse establishments but we do not foresee that any hotel or larger type accommodation establishments would be developed in this node. Overall the number of existing accommodation establishments is not a capacity constraint on more developments in the node.

The node is rich in cultural/ heritage attractions with recent history or the so-called "struggle history" being prevalent. New tourism attractions and activities that could be developed in this node include the expansion of the existing tours that are being offered, accommodation, restaurants/ shebeens, dancing and arts & crafts. The existing tourism attractions are not seen as a capacity constraint for new developments.

The node is serviced with tourism support services such as banks, hospitals and clinics and police stations but new tourism services such as tour operators, travel

agents and tour guides could be developed. The tourism services are not a capacity constraint in this node.

Spatial Planning Issues

The economic projects and proposals that were highlighted in the Buffalo City IDP for this node are:

- CBD Business Improvement District;
- Township Tours;
- MELD Corridor Project that includes:
 - Mount Ruth Station Node Development;
 - Highway Node Development.

In addition, the Mdantsane Urban Renewal Programme is being implemented over an extended period. This Programme utilises proposals made in the Mdantsane/ Potsdam Development Plan (1998) and encompasses a range of interventions including:

- The upgrade of roads and pedestrian walkways (sidewalks)
- The development and/ or upgrade of social and cultural facilities
- Development of integrated housing projects and in-situ informal settlement upgrades
- The upgrading of capacity in existing infrastructure networks.

The spatial development of Mdantsane and environs over the coming ten-year period holds the promise of improving the quality of the natural and built environments to enhance the tourism potential of the area.

Water & Electricity Supply and Sanitation

This node consists of built up areas that are electrified. The Buffalo City IDP recommended 4 electrification projects and 4 communication projects in this node. The electricity supply is not seen as a capacity constraint on tourism development of this node.

Between 0% and 25% of the people in this node receive water below the RDP standard. The node has 2 sewerage treatment works, one solid waste depot and one solid waste site. Between 0% and 25% of people in this node have sanitation

below RDP standards. The Buffalo City IDP recommends the development of 2 solid waste transfer stations and one solid waste depot in this node.

The water supply and sanitation in this node are not seen as a capacity constraint for tourism development.

Roads & Transport Services

The node is served by the N2 national road and various internal roads as well as a railway line with scheduled passenger services. The node is well serviced by taxi's.

The Buffalo City IDP recommends the following transportation related projects and programmes:

- Taxi facilities;
- Qumza Highway Upgrade;
- N2/ Qumza Highway Link;
- Potsdam Village Link;
- R102/ Mdantsane Access Link;
- Mr Ruth Rail Crossing.

Roads and transport services are not seen as capacity constraints for this node.

Socio-Economic Indicators

The population density in this node ranges between 11 and 100 people per hectare and it is safe to assume that the population earns low levels of income and suffers from high unemployment rates.

The Buffalo City IDP recommends the development of 3 libraries, 3 sport facilities and 1 community hall in this node.

The socio-economic situation in the node is not seen as a capacity constraint on tourism development.

Fauna & Flora

The land cover in this node is predominately built up areas and accordingly protecting the fauna and flora in this node is not seen as a capacity constraint for potential tourism development.

2.2.5 Western Beaches (Kidds & Kayser Beach)

Geographical Location

This node is located along the western coastline of Buffalo City up to the Keiskamma River and includes Kidds Beach and Kayser Beach.

Accommodation, Attractions, Activities and Services

The node has 13 accommodation establishments with a mix between bed & breakfast and guesthouse establishments and resorts and self-catering accommodation. The node offers opportunities for further development of all types of accommodation establishments. The number of existing accommodation establishments is not a capacity constraint on more development in the node.

The node is rich in nature-based attractions related to the beaches and fauna and flora in this node. Nature based activities are not well developed in the node and the current attractions and activities are not a capacity constraint for more developments. The node also includes the Ncera Church which are currently being repaired by the Border Historical Society with a grant from SAHRA. The church could be included in tours through the whole of the study area.

The node is not well serviced with tourism services and this may be a capacity constraint in this node.

Spatial Planning Issues

The economic projects and proposals that were highlighted for this node in the Buffalo City IDP are tourism and nature reserves projects in the coastal conservation areas.

In addition, the Spatial Development Framework for Buffalo City highlights Kidds Beach as a coastal node for the development of higher order tourism facilities and middle-upper income housing.

Water & Electricity Supply and Sanitation

The node is well supplied with water and electricity and sufficient provision has been made for sanitation. Water & electricity supply and sanitation are not seen as capacity constraints for development in this node.

Roads & Transport Services

The node is served by the R72 between East London and Port Alfred, sections of which have recently been upgraded. The node is serviced by taxi services and the Buffalo City IDP did not recommend any transport related projects or programmes for this node.

The roads and transport services in this node are not seen as capacity constraints for tourism development.

Socio-Economic Indicators

The area is sparsely populated except for the developments at settlements such as Kidds Beach and Kayser Beach. Visits to the node would seem to indicate that the population in the area are split amongst racial and income lines with the white population being mainly in the middle to upper income group while the black population is mainly in the lower income group.

The socio-economic situation in the node is not seen as a capacity constraint on tourism development.

Fauna & Flora

The land cover in this node is grasslands, thicket & bushland, with small pockets of cultivated land and forests. The node has around 13 river estuaries and various fine grain sandy beaches and includes a marine reserve between Gulu river mouth and Lilyvale.

The proposed environmental projects and programmes included in the Buffalo City IDP for this node are a coastal conservation office and a recourse education centre in the Seavale/ Kaysers Beach area.

Due to the environmentally sensitive nature of the area tourism development would need to be carefully planned to be environmentally sensitive. The protection of the fauna and flora in the area is thus seen as a capacity constraint for tourism development.

2.2.6 Gonubie/ Sunrise on Sea

Geographical Location

This node is located on the eastern coastline of Buffalo City and includes the suburbs of Gonubie and Sunrise on Sea.

Accommodation, Attractions, Activities and Services

The node has around 30 accommodation establishments, half of which are bed & breakfast & guesthouse establishments, with 10 resorts and self-catering establishments, 1 hotel and one backpacker establishment. The node could accommodate more resort and self-catering establishments outside of the Gonubie suburb. Bed & breakfast and guesthouse establishments seem to be achieving good occupancy rates. The number and type of existing accommodation establishments is not seen as a capacity constraint for more tourism development in the node.

Attractions and activities in the node are mainly nature-based with beaches, a small nature reserve, hiking trail and adventure activities. New tourism attractions and activities could be developed and the existing tourism attractions and activities are not a capacity constraint for more developments.

The node is well serviced with tourism support services (banks, clinics, police stations, etc) and these are not seen as a capacity constraint for tourism development in this node.

Spatial Planning Issues

Economic projects and proposals that were highlighted for this node in the Buffalo City IDP are tourism and nature reserve developments in the coastal conservation areas.

Water & Electricity Supply and Sanitation

The node is well supplied with water and electricity. In Gonubie 0% to 25% of the people have sanitation below RDP standards and the Buffalo City IDP has recommended the development of 2 solid waste transfer stations and 1 solid waste depot in the node. However, neither sanitation nor the supply of water and electricity are seen as capacity constraints for tourism development in the node.

Roads & Transport Services

The node is well served with internal roads and taxi services. The Buffalo City IDP recommends the following transportation projects and programmes:

- Beaconhurst Drive Extension; and
- Main Road Upgrade.

The roads and transportation services in this node are not seen as capacity constraints.

Socio-Economic Indicators

The settlements in the node have a population density of between 51 and 100 people per hectare. The population in this node seems to be in the middle to upper income group with low levels of unemployment.

The socio-economic situation in the node is not seen as a capacity constraint on tourism development.

Fauna & Flora

The land cover in this node consists mainly of built up areas with river estuaries and fine grain sandy beaches. The Buffalo City IDP recommends that environmentally sensitive areas within this node be protected.

Development has already occurred on the coastline at Gonubie and Sunrise on Sea and environmental protection should not be a capacity constraint in these areas. However, there are stretches of coastline in this node that have not been developed and environmental protection could be a constraint for tourism development in these areas.

2.2.7 N6 to McLean Town

Geographical Location

This node is located around the N6 between East London and Macleantown, including the Newlands area.

Accommodation, Attractions, Activities and Services

The node has limited accommodation facilities with 2 bed & breakfast and guesthouse establishments. The limited accommodation in the area does provide opportunities for accommodation development and is not seen as a capacity constraint.

The node has undeveloped cultural/ heritage attractions such as Nonkosi's Pool, the mission church at Newlands and traditional huts of Newlands. The node also includes the Mpongo Park Game Reserve that have recently been renovated and re-opened and the Calgary Transport Museum. The existing tourism attractions are not seen as a capacity constraint for more development, as the existing attractions are undeveloped.

The node is not well serviced with tourism services that could be a capacity constraint for tourism development.

Spatial Planning Issues

The only economic project and proposal for this node in the Buffalo City IDP is water recreation on the Nahoon Dam which is included in this node.

The Buffalo City Spatial Development Framework indicates that clustered facilities are appropriate at the identified nodal intersection of the Newlands access road and the N6. This is located close to the access road to Mpongo Park and could well incorporate a local tourism element.

Water & Electricity Supply and Sanitation

The node is well served with power lines and no recommendation for this node is made in the Buffalo City IDP in regards to electrification. Electricity supply is not seen as a capacity constraint in this node.

Between 0% and 25% of the people in this node receive water below the RDP standards with between 75% and 100% of the people having sanitation below RDP standards. The Buffalo City IDP recommends the establishment of a solid waste depot in Macleantown.

Water supply is not seen as a capacity constraint on tourism development in this node, but sanitation would constrain tourism development in this node.

Roads & Transport Services

The node is served by the N6 between East London and Macleantown. Taxi services operate in the area. Roads and transport services are not seen as capacity constraints for this node.

Socio-Economic Indicators

The population density of the settlements in the area is between 11 and 50 people per hectare with the most of the node being sparsely populated. The population of the area are low income earners with high levels of unemployment.

The Buffalo City IDP recommends the development of a library and sport facility in both Macleantown and Newlands.

The socio-economic situation in the node is not seen as a capacity constraint on tourism development.

Fauna & Flora

The land cover in this node is forests, thicket & bushland, and grassland. The protection of the fauna and flora in the node is not seen as capacity constraints for tourism development.

2.2.8 Main Beachfront

Geographical Location

This node is located on the main beachfront of East London stretching from and including Orient Beach to the Marina Glen site.

Accommodation, Attractions, Activities and Services

The node has a variety of hotels as well as self-catering establishments. There are various vacant plots of land in this node that offer the opportunity for development. The existing accommodation establishments are achieving good occupancy levels and new accommodation establishments could be developed in this node. The existing accommodation establishments are not seen as a capacity constraint for more tourism development in this node.

The node includes beaches, the aquarium and arts & crafts dealers. New tourism attractions and activities could be developed and this is not seen as a capacity constraint.

As the node is well serviced with tourism services it is not seen as a capacity constraint for tourism development.

Spatial Planning Issues

The main beachfront has long been a priority for development and the economic projects and proposals that were highlighted for this node in the Buffalo City IDP are:

- Marina Glen Tourism Facility;
- Central Beach Front Revitalization;

The Buffalo City Spatial Development Framework emphasises the strategic importance of this area for the economic well-being of the greater Buffalo City area and indicates that the revitalisation of the Central Beachfront area should also be linked to urban renewal initiatives in the Quigney area.

In this regard, the Buffalo City Municipality is engaged in setting up a Beachfront Development Agency.

Water & Electricity Supply and Sanitation

The node is well supplied with water and electricity and sufficient provision has been made for sanitation. Water & electricity supply and sanitation are not seen as capacity constraints for development in this node.

Roads & Transport Services

The node is well served by internal roads and transport services such as taxis and busses. Roads and transport services are not seen as capacity constraints for this node.

Socio-Economic Indicators

The node is well populated by people in the middle-income groups. The socio-economic situation in the node is not seen as a capacity constraint on tourism development.

Fauna & Flora

The land cover in this node is predominately built up areas and accordingly the fauna and flora in this node are not seen as capacity constraints for potential tourism development although environmental protection should be taken into account when developing the beach areas.

2.2.9 The Harbour

Geographical Location

This node is located on the Buffalo River mouth in East London.

Accommodation, Attractions, Activities and Services

The node offers no accommodation and it is unlikely that accommodation would be developed within this node.

The node offers attractions and activities related to the harbour such as harbour cruises, etc and some restaurant development has occurred at Latimers Landing. The harbour could be developed to offer facilities to cruise liners, yachts & boats, etc. The existing tourism attractions and activities are not seen as a capacity constraint for tourism development.

The node is not well serviced with tourism services with only Latimers Landing offering restaurants. The lack of tourism services is not seen as a capacity constraint to tourism development due to the node's proximity to the main beachfront node which is well served with tourism services.

Spatial Planning Issues

To our knowledge the Buffalo City IDP does not recommend any economic projects and proposals for this node.

Upgrading of the harbour's working facilities (e.g. container terminal etc.) is, however, identified as a priority in terms of the East London IDZ initiative and is endorsed both by the IDZ Macroplan and the Buffalo City Spatial Development Framework (in which it is identified as forming part of a Special Development Area termed the West Bank Cluster).

Water & Electricity Supply and Sanitation

The node is well supplied with water and electricity and sufficient provision has been made for sanitation. Water & electricity supply and sanitation are not seen as capacity constraints for development in this node.

Roads & Transport Services

The node is well served by internal roads and transport services such as taxis and busses. Roads and transport services are not seen as capacity constraints for this node.

Socio-Economic Indicators

The node is not populated and the socio-economic situation in the node is not seen as a constraint on tourism development in this node.

Fauna & Flora

The land cover in this node is predominately built up areas and accordingly the protection of the fauna and flora in this node is not seen as a constraint for potential tourism development.

2.2.10 The West Bank

Geographical Location

This node is located on the West Bank of East London stretching from the harbour node to and including the Grand Prix Race Track.

Accommodation, Attractions, Activities and Services

The node does not currently have any accommodation facilities but this lack of accommodation is not seen as a capacity constraint due to the proximity of the node to surrounding nodes with accommodation.

Attractions and activities in this node include the Grand Prix Racing Track, the golf course, Fort Glamorgan and the Hood Point Lighthouse. The node offers plenty of opportunity for the development of existing and new tourism attractions and activities such as links with historical tours, golf tours, sport and special interest tours. The Grand Prix Racing Track also has the potential to be further developed. The existing attractions and activities are not seen as a capacity constraint on development.

The node is reasonably serviced with tourism services due to its proximity to other nodes, the existing tourism services are not seen as a capacity constraint on tourism development.

Spatial Planning Issues

This node strongly links with the Buffalo City Industrial Development Zone (“**IDZ**”) that will be located within this node.

In addition, the Buffalo City Spatial Development Framework identifies the Grand Prix racetrack area as a potential **Motor Sport Tourism Cluster**. This initiative is strongly promoted by the IDZ Macro Plan and is endorsed by the relevant stakeholder groupings associated with motor sports and the motor trade in East London.

Water & Electricity Supply and Sanitation

The node is well supplied with water and electricity and sufficient provision has been made for sanitation. Water & electricity supply and sanitation are not seen as capacity constraints for development in this node.

Roads & Transport Services

The node is well served by internal roads and transport services such as taxis and busses. Roads and transport services are not seen as capacity constraints for this node.

Socio-Economic Indicators

The node is in an urban and industrial area and is populated with people in the lower to middle income groups. The socio-economic situation in the node is not seen as a capacity constraint on tourism development.

Fauna & Flora

The land cover in this node is mainly industrial and built up areas but environmental protection should be kept in mind with any development of the beaches in the area. The environment in this node is seen as a capacity constraint for potential tourism development in some cases.

2.2.11 Nahoon & Bonza Bay Beaches

Geographical Location

This node is located on the eastern coastline of Buffalo City and stretches from the main beachfront node to the Gonubie/ Sunrise on Sea node. The node includes the beaches of Nahoon and Bonza Bay.

Accommodation, Attractions, Activities and Services

The node includes 7 accommodation establishments with 3 hotels, 3 self-catering establishments and 1 backpacker establishment. Bed & breakfast and guesthouse establishments are also found in this node. The node could accommodate further accommodation establishment development.

The attractions and activities in the node are nature-based with the beaches being the main attraction. The node could be further developed to include more nature-based attractions and activities and the existing attractions and activities are not seen as a capacity constraint for development.

The node well serviced with tourism services and this is thus not a capacity constraint in this node.

Spatial Planning Issues

The Buffalo City IDP did not recommend any economic projects and proposals specific to this node.

Water & Electricity Supply and Sanitation

The node is well supplied with water and electricity and sufficient provision has been made for sanitation. Water & electricity supply and sanitation are not seen as capacity constraints for development in this node.

Roads & Transport Services

The node is well served by internal roads and transport services such as taxis and busses. Roads and transport services are not seen as capacity constraints for this node.

Socio-Economic Indicators

The node is in an urban area and is populated with people in the middle to upper income groups. The socio-economic situation in the node is not seen as a capacity constraint on tourism development.

Fauna & Flora

The land cover in this node is built up areas but the beaches are environmentally sensitive. Accordingly the environment in the node is a capacity constraint on tourism development.

2.2.12 Queens Park/ Zoo

Geographical Location

This node includes the Queens Park Botanical Garden and Zoo in East London.

Accommodation, Attractions, Activities and Services

The node does not include any accommodation establishments and it is unlikely that accommodation will be developed in this node.

The main attractions and activities in the node are the botanical garden, the zoo and Gately House. Due to the small size of the node it does not offer the opportunity to develop any new attractions and activities but rather offers the opportunity to revitalise the existing attractions and activities. The existing tourism attractions and activities are thus seen as a capacity constraint on tourism development in this node.

The node is not serviced with tourism services but due to its proximity to other nodes this is not seen as a capacity constraint to tourism development.

Spatial Planning Issues

To our knowledge, the Buffalo City IDP does not recommend any economic projects and proposals specific to this node.

Water & Electricity Supply and Sanitation

The node is well supplied with water and electricity and sufficient provision has been made for sanitation. Water & electricity supply and sanitation are not seen as capacity constraints for development in this node.

Roads & Transport Services

The node is well served by internal roads and transport services such as taxis and busses. Roads and transport services are not seen as capacity constraints for this node.

Socio-Economic Indicators

The node is not populated and as such the socio-economic situation is not seen as a capacity constraint for tourism development.

Fauna & Flora

The node has a variety of fauna and flora as it includes the botanical garden and zoo. Any tourism development in this node needs to be carefully planned to limit the impact on the fauna and flora and as such this is a capacity constraint on development in this node.

2.2.13 CBD/ Quigney

Geographical Location

This node is in the CDB of East London.

Accommodation, Attractions, Activities and Services

The node includes 22 accommodation establishments consisting of mainly bed & breakfast and guesthouse establishments, with hotels, self-catering and backpacker establishments. The node could accommodate more accommodation establishments and the existing accommodation establishments are not a capacity constraint on tourism development.

Attractions and activities in the node include mainly historical buildings, art galleries and museums. The node is somewhat limited in the new attractions that could be developed, but existing attractions and activities could be revitalised. The existing tourism attractions and activities are not seen as a capacity constraint on new development.

The node is well serviced with tourism services and this is not a capacity constraint in this node.

Spatial Planning Issues

The CBD of East London, along with the main beachfront, has long been a priority for development and the economic projects and proposals highlighted in the Buffalo City IDP centre on a CBD Business Improvement District.

These proposals are given further emphasis in the Buffalo City Spatial Development Framework.

Water & Electricity Supply and Sanitation

The node is well supplied with water and electricity and sufficient provision has been made for sanitation. Water & electricity supply and sanitation are not seen as capacity constraints for development in this node.

Roads & Transport Services

The node is well served by internal roads and transport services such as taxis and busses. Roads and transport services are not seen as capacity constraints for this node.

Socio-Economic Indicators

The node is in an urban area and is populated by a variety of people in a range of income groups. The socio-economic situation in the node is not seen as a capacity constraint on tourism development.

Fauna & Flora

The land cover in this node is predominately built up areas and accordingly the protection of the fauna and flora in this node is not seen as capacity constraints for potential tourism development. New developments in this node could be utilised for city beautification.

2.3 CONCLUSION

Table 2.1 provides a summary of the capacity constraints per node. The main capacity constraints in Buffalo City are related to water & electricity supply, sanitation, the lack of tourism services and environmental protection.

The existing accommodation, attractions and activities are not seen as capacity constraints either from too much development in a certain node to too little development in a node.

To provide an indication of the potential tourism developments for each node we firstly summarised the existing and potential tourism products for each node in **Table 2.2**.

Table 2.3 indicates the range of tourism development that could be developed in the various nodes. The list is by no means exhaustive, as specific tourism developments will be identified during **Phase 7: Tourism Development Plan**, of the Buffalo City Tourism Master Plan.